



P10 Bill 24 CD1 R
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August 5, 2015

TO: HONOLULU CITY COUNCIL
Ernest Y. Martin, Chair
Ikaika Anderson, Vice Chair

FROM: Walter Rosenkranz, Business Development Manager
CAR2GO

RE: Bill 24, CD1, FD1 Relating to Car Sharing
Position: Support

Dear Chair Martin, Vice Chair Anderson, and Councilmembers:

My name is Walter Rosenkranz and I am the Business Development Manager for car2go, a wholly owned subsidiary of Daimler. We support Bill 24, CD1, FD1 which establishes a transportation program to provide a regulatory framework for car-sharing organizations, including compensation to the City & County of Honolulu for the use of off street city parking and metered on street parking. This bill is similar in intent to Bill 65 (2014) and Bill 10 (2015). We are opposed, however, to the reduction of the maximum number of car sharing permits from 250 to 175, which could have an adverse impact on car sharing companies seeking to enter the marketplace and adequately serving the Honolulu urban core.

The Daimler Business Innovation Unit designed car2go to cost-effectively meet the transportation needs of residents of urban areas. Our point-to-point mobility solution offers a network of smart vehicles for rent by the minute. We provide "on demand" transportation with a free-floating car-sharing service which complements existing public transportation alternatives. This is especially valuable in cities like Honolulu with robust public transportation systems. We currently operate in 29 cities worldwide with more than one million members and more than 13,500 vehicles in service. The car2go system was designed to address significant issues facing cities today including alleviating congestion, reducing emissions and maintaining and improving quality of life.

Bill 24, CD1, FD1 would provide a regulatory framework to allow car sharing companies to pay for vehicle parking directly to the City. It is a derivative of two other bills previously supported by the Council and the Budget Committee. In particular, Bill 24, CD1, FD1 deletes provisions discounting the annual fee at HART rail stations; reduces the number of car sharing permits from 250 to 175; deletes the subsection requiring trip drop offs to any public parking space on Oahu; and requires the Director of Transportation Services to submit annual written reports.

Car2go, however, is opposed to the reduction of the number of maximum car sharing permits that can be issued from 250 to 175. In order for car sharing companies to successfully operate in the long-term, they would need more cars to adequately service Honolulu's urban core. Car2go initial fleet sizes in other cities are generally no less than 250 cars, providing adequate opportunity for car sharing to enter and sustain itself in the transportation marketplace. Also, as stated in prior testimony, we continue to express our concerns about the cost of the permit fee.

Passage of Bill 24 will allow car sharing to be another transportation option for the people of Honolulu. Thank you for the opportunity to testify on this matter.

MISC. COM. 2641

Council